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# Surveys in Inclined Shafts: Theoretical and Practical Considerations Governing the Choice of Instruments

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better shape than in an auxiliary telescope, and will be sooner detected if they are not. The writer has used such an instrument for all classes of work and found it as convenient as the regular style. Consequently he can see no advantage to offset the weight and expense in an instrument having *two* sets of bearings, one normal and one eccentric, into the latter of which the telescope must be transferred for steep sights.

The advantage of the top telescope attachment to the common style of transit is chiefly in the lesser price of the combination compared to that of the instrument with eccentric standards. Its disadvantage, as compared to the latter, lies in the extra telescope necessary and also to the fact that the level bubbles of the common styles do not have the sensitiveness desirable for sighting on high angles.

The use of the side telescope, as we have seen, eliminates all instrumental errors except that due to non-horizontality of the vernier plate. Thus the necessity of sensitive bubbles is seen to be quite irrespective of the style of instrument. The great advantage of the side telescope is that by exercising care the work corrects itself under all conditions, and if it is an important piece of work the engineer does not have to do some hard thinking in the office to be sure that he has eliminated the effects of instrumental errors. The objections to its use are in its exposed position, and the fact that at every set up twice the usual number of readings must be taken, whether or not the character of the work demands it.

In using the first two types, a sensitive instrument in good adjustment should not give readings a minute out for vertical angles of  $75^\circ$  or less, but for greater angles, especially over  $80^\circ$ , errors should always be guarded against by suspending a wire as suggested in the May, 1899, issue of MINES AND MINERALS, setting the instrument close to it and with a constant backsight sighting to points on the wire at all vertical angles. All of them should give the same horizontal readings. In using a side telescope, theoretically, no such errors should appear at any angles.

From this discussion it would seem to the writer that the best practical mining transit is the usual style, provided with sensitive bubbles, and with auxiliary telescope, attachable to either top or side. Such an instrument, made by Berger & Sons, of Boston, is shown in the illustration. For unimportant work it would be attached to the top, saving the extra sights; for important work to the side. If such should come to be recognized, no doubt the attachment at the end of the axis could be made more elaborate, if necessary, as corresponding with its importance. Or, if other reasons appealed more strongly, an instrument with eccentric bearings could be chosen, such as was illustrated in the May, 1899,

issue of MINES AND MINERALS.

*Closing the Survey Within the Shaft.*

—Mr. Abbe's idea of taking double backsights, by which he made a closed survey of three sights within the shaft, is one worth discussing in order to show when it is of value in checking the work of the instrument. In the previous article, page 435, May, 1899, issue of MINES AND MINERALS, it was shown that where a number of sights are necessary to carry a survey down a steep incline, that certain errors are more or less completely eliminated, whereas others keep accumulating.

With a top telescope the error of standards, being

on the hanging wall-plate at each level. From *o* sight to each level. Then set up at (1), backsight to (*o*), foresight into the cross-cut and also down the shaft to (2). Set up at (2), backsight to both (1) and (*o*), and foresight both into the cross-cut and to (3). The bearings of each level are obtained by the direct sight to the surface. The sights to the two adjacent levels are to make the closed survey. In the final close, *o*, 1, 2, 3, 4, 5, *o*, there are five downward courses and one upward, and the error of closure is the accumulated error of four courses. Since the bearings are brought to each level by one course, each level can be corrected by one-fourth this total amount. The propriety of ascribing all the error of closure to a progressive error can be tested by seeing if the close made at each level grows greater according to the number of set ups from the surface.

Such a method furnishes no information as to errors produced by imperfect leveling, and since that is the one remaining to be guarded against in the use of a side telescope, the method is of no value for that instrument.

The great advantage of the method for the other two classes of instruments is that it measures only the error which affects the work and does not bother about the others. The only practical difficulty of carrying it out is in the inconvenience of having a man at the surface, another at the level above, and a third at the level below, to give the sights when needed, and the time consumed in taking them. It would presumably be quicker to test the instrument by sighting to various points on a wire.

*Conclusion.*—The writer does not imagine that all these "errors" will have to be looked after in every survey. It was an unusual problem in surveying which called his attention to the subject, though many engineers have been bothered in getting accurate results at high angles. It will be comparatively seldom that a table of corrections will have to be applied to the work, and whatever value these articles may have lies chiefly in showing what is to be guarded against, the particular adjustments which affect the several types of instruments in shaft or raise work, the relative advantages of instruments for such cases, and ways of testing the work when it is desirable to do so.

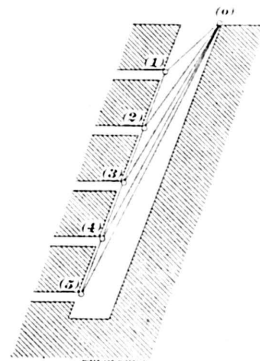


FIG. 2.

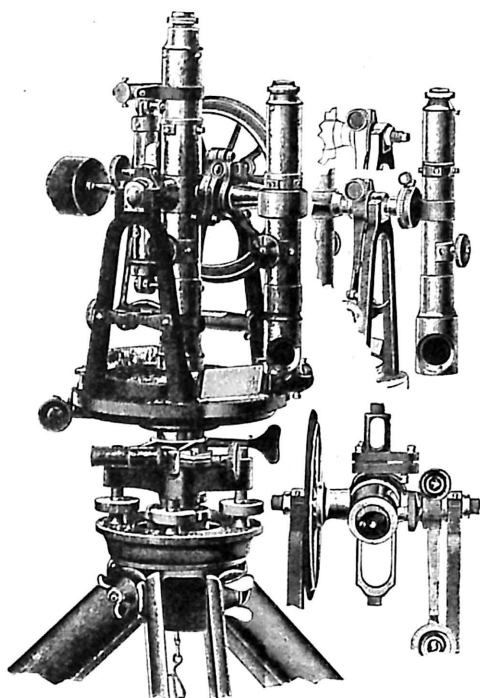


FIG. 1. BERGER & SONS MINING TRANSIT.

that due to lack of horizontality in the telescope bearings, is the one occurring with accumulative effect, while for an instrument with eccentric bearings it is the collimation. To find the amount of this accumulating error, and to guard against it, we may proceed as follows: Fig. 2 represents diagrammatically the survey lines in a shaft with five levels, *o* being at the surface, the other stations